

DaimlerChrysler AG

Patent claims

- 5 1. A door arrangement for closing an entry opening (4) of a motor vehicle (5),
- with at least one swing-and-slide door (2, 3) which can be moved between a closed state and an open state,
 - 10 - in the closed state, the swing-and-slide door (2, 3) closing an opening region (12, 13) assigned to it and, in the process, being situated in a first plane (14), in which a side wall (8) of the vehicle (5), which side wall is adjacent to the entry opening (4), is also situated,
 - 15 - in the open state, the swing-and-slide door (2, 3), in a plane (15, 16) offset outward parallel to the first plane (14), opening up the opening region (12, 13) assigned to it and being arranged next to the entry opening (4) in the longitudinal direction (7) of the vehicle and on the outside in front of the side wall (8),
 - 20 characterized
 - in that the entry opening (4) is assigned two
 - 25 swing-and-slide doors, namely a first swing-and-slide door (2) and a second swing-and-slide door (3) which can be moved between the closed state and the open state,
 - in that the first swing-and-slide door (2) is
 - 30 assigned to a first opening region (12) of the entry opening (4),
 - in that the second swing-and-slide door (3) is assigned to a second opening region (13) of the entry opening (4), which opening region directly
 - 35 adjoins the first opening region (12) in the first plane (14),
 - in that, in the closed state, the two swing-and-

slide doors (2, 3) jointly close the entry opening (4) and are situated in the first plane (14),

- in that, in the open state, the first swing-and-slide door (2) is situated in a second plane offset outward parallel to the first plane (14), and is arranged next to the first opening region (12) and on the outside in front of the side wall (8),

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- in that, in the open state, the second swing-and-slide door (3) is situated in a third plane (16) offset outward parallel to the second plane (15), and is arranged next to the first opening region (12) and on the outside in front of the side wall (8).

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2. The door arrangement as claimed in claim 1, characterized

- in that the second plane (15) is situated between the first plane (14) and the third plane (16), so that, in the open state, the second swing-and-slide door (3) is arranged on the outside in front of the first swing-and-slide door (2), or

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- in that the third plane (16) is situated between the first plane (14) and the second plane (15), so that, in the open state, the first swing-and-slide door (2) is arranged on the outside in front of the second swing-and-slide door (3).

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3. The door arrangement as claimed in claim 1 or 2, characterized in that the first swing-and-slide door (2) is mounted on the vehicle (5) in a manner such that it can be swung and displaced.

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4. The door arrangement as claimed in claim 3, characterized in that the second swing-and-slide door (3) is mounted on the vehicle (5) in a manner such that it can be swung and displaced.

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5. The door arrangement as claimed in claim 3, characterized in that the second swing-and-slide door (3) is mounted on the first swing-and-slide door (1) in a manner such that it can be swung and displaced.

6. The door arrangement as claimed in one of claims 1 to 5, characterized

- 10 - in that the swing-and-slide doors (2, 3) can be moved into a half-open state,
- in that, in the half-open state, the first swing-and-slide door (2) closes the first opening region (12) and is situated in the first plane (14),
- 15 - in that, in the half-open state, the second swing-and-slide door (3) is situated essentially in the second plane (15) and is arranged on the outside in front of the first swing-and-slide door (2) next to the second opening region (13) in the longitudinal direction (7) of the vehicle.

7. The door arrangement as claimed in one of claims 1 to 6, characterized

- 25 - in that the swing-and-slide doors (2, 3) can be moved into a half-open state,
- in that, in the half-open state, the first swing-and-slide door (2) is arranged in the second plane (15) and on the outside in front of the side wall (8) next to the first opening region (12) in the longitudinal direction of the vehicle,
- 30 - in that, in the half-open state, the second swing-and-slide door (3) is essentially situated in the second plane (15) and is arranged on the outside in front of the first opening region (12) between the second opening region (13) and the first swing-and-slide door (2) in the longitudinal

direction of the vehicle.

8. The door arrangement as claimed in one of claims 1 to 7, characterized in that the two swing-and-slide
5 doors (2, 3) are of approximately identical dimensions in the longitudinal direction (7) of the vehicle.

9. The door arrangement as claimed in one of claims 1 to 8, characterized in that the two swing-and-slide
10 doors (2, 3) and the side wall (8) adjacent to the first opening region (12) are of approximately identical dimensions in the longitudinal direction (7) of the vehicle.

15 10. The door arrangement as claimed in one of claims 1 to 9, characterized in that the first swing-and-slide door (2) is arranged behind the second swing-and-slide door (3) in the direction of travel (10), so that, in the open state, the swing-and-slide doors (2, 3) can be
20 moved to the rear with respect to the entry opening (4) in the direction of travel (10).